



February 28, 2014

Ms. Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, NE
Washington, DC 20426

ANR Pipeline Company
717 Texas Street, Suite 2400
Houston, TX 77002-2761

John A. Roscher
Director, Rates & Tariffs

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RE: ANR Pipeline Company
Re-determination of Transporter's Use (%) and EPC Charges
Docket No. RP14-____-____

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act and Part 154 of the Federal Energy Regulatory Commission ("FERC" or "Commission") regulations,¹ ANR Pipeline Company ("ANR") submits for filing as part of its FERC Gas Tariff, Third Revised Volume No. 1 ("Tariff"), the tariff sections listed in Appendix A-1. This tariff filing is being submitted to comply with the annual fuel and electric power cost re-determination provisions of Sections 6.1.86 and 6.34 of the General Terms & Conditions ("GT&C") of ANR's Tariff.² ANR respectfully requests that the Commission accept the tariff sections included as Appendix A-1 to become effective April 1, 2014.

Correspondence

The names, titles and mailing address of the persons to whom correspondence and communications concerning this filing should be directed are as follows:

¹ 18 C.F.R. Part 154 (2014).

² 6.1.86 – GT&C, Definitions ("Section 6.1.86"); 6.34 – GT&C, Transporter's Use and Transporter's EPC Adjustment ("Section 6.34").

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Statement of Nature, Reasons and Basis for Proposed Changes

The purpose of this filing is to comply with the annual fuel and electric power cost re-determination provisions of Sections 6.1.86 and 6.34 of the GT&C of ANR's Tariff. As such, ANR is proposing revisions to its general system Transporters Use (%)s and EPC Charges for its transportation and storage services. Such revisions are further described below and supported by workpapers included as Appendix B.

The Transporter's Use (%)s for ANR's transportation and storage services are comprised of: (i) a current fuel use percentage reflecting ANR's gas usage in the previous calendar year; and (ii) an annual volumetric adjustment reflecting the true-up of over and under collections of gas during the previous calendar year.

The EPC Charge for ANR's transportation services is comprised of: (i) a current electric power charge reflecting electric power costs incurred by ANR at its Weyauwega compressor station in Waupaca County, Wisconsin, during the previous calendar year; and (ii) an annual electric power cost adjustment reflecting the true-up of over and under collections of electric power costs for the previous calendar year and inclusive of carrying charges³ on the monthly net over and under collection activity.

The EPC Charge for ANR's storage services is comprised of: (i) a current electric power charge reflecting electric power costs incurred by ANR at its Cold Springs 1 Storage facility located in

³ Carrying charges have been calculated in accordance with Section 154.501 of the Commission's regulations.

Kalkaska County, Michigan, during the previous calendar year; and (ii) an annual electric power cost adjustment reflecting the true-up of over and under collections of electric power costs for the previous calendar year and inclusive of carrying charges on the monthly net over and under collection activity.

In accordance with Section 6.1.86 of the GT&C of ANR's Tariff, the method used to calculate the Transporter's Use (%)s and the EPC Charges in this filing employs the "modified transactional throughput" methodology, as adjusted to reflect the reallocation of the Enable Gas Transmission⁴ transactional throughput from the Southwest Mainline Area to the Southeast Mainline Area.

In compliance with Section 154.201(b) of the Commission's regulations, summary level workpapers in support of the re-determined Transporter's Use (%) matrix, the EPC Charge for transportation matrix, and the EPC Charge for storage are provided in the instant filing (Appendix B, Attachments 1, 2 and 3). In order to assist parties in comparing the data used in this filing with its Form No. 2 data, ANR is also submitting a reconciliation of the fuel and electric power cost data used in this filing with the data to be included in its upcoming Form No. 2 filing (Appendix B, Attachment 4). Finally, detailed workpapers which provide monthly support for company use gas volumes, electric power costs incurred, and the volume of gas retained by ANR from its customers are also included herein (Appendices C-1 and C-2).

Motion to Place Tariff into Effect

ANR respectfully requests that the proposed tariff sections included as Appendix A-1 be accepted without addition, modification, or deletion and be placed into effect on April 1, 2014. Apart from the foregoing, ANR Pipeline Company reserves its right under Section 154.7(a) to file a motion to place the proposed revised tariff sheets into effect at the end of any suspension period ordered by the Commission.

⁴ Previously CenterPoint Energy Company.

Other Filings Which May Affect this Proceeding

There are no other filings before the Commission that may significantly affect the changes proposed herein.

Material Enclosed

In accordance with Section 154.7(a)(1) of the Commission's Regulations, ANR is submitting the following XML filing package, which includes:

- 1) This transmittal letter;
- 2) The clean tariff sections (Appendix A-1);
- 3) A marked version of the tariff sections (Appendix A-2);
- 4) Summary level workpapers in support of the proposed changes (Appendix B); and
- 5) Detailed level workpapers in support of the proposed changes (Appendices C-1 and C-2).

Certificate of Service

As required by Section 154.7(b) and 154.208 of the Commission's regulations, copies of this filing are being served on all of ANR's existing customers and upon and interested state regulatory agencies. A copy of this letter, together with other attachments, is available during regular business hours for public inspection at ANR's principal place of business.

Pursuant to Section 385.2005 and Section 385.2011(c)(5), the undersigned has read this filing and knows its contents, and the contents are true as stated, to the best of his knowledge and belief. The undersigned possesses full power and authority to sign such filing.

Any questions regarding this filing may be directed to Joan Collins at (832) 320-5651.

Respectfully submitted,

ANR Pipeline Company

A handwritten signature in black ink that reads "John A. Roscher". The signature is written in a cursive style with a long horizontal flourish extending to the right.

John A. Roscher
Director, Rates and Tariffs

Enclosures

Appendix A-1

Clean Tariff

<u>Section</u>	<u>Description</u>	<u>Version</u>
4.18	Statement of Rates, Transporter's Use (%)	v.4.0.0
4.19	Statement of Rates, EPC Charge	v.4.0.0
5.19	Rate Schedules, Southeast Area Gathering Service	v.4.0.0

TRANSPORTER'S USE (%)

1. For all transmission Transportation Services in Volume Nos. 1 and 2:

		(PERCENTAGE)						
		SOUTHEAST			SOUTHWEST			NORTHERN
TO:		S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment	Segment
-----		(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
FROM:								

SOUTHEAST AREA (SE)		0.45	1.24	1.89	0.43	1.16	2.37	2.37
S.E. SOUTHERN SEGMENT (ML-2)		--	1.22	1.87	0.41	1.14	2.35	2.35
S.E. CENTRAL SEGMENT (ML-3)		--	--	1.08	0.00	0.35	1.56	1.56
SOUTHWEST AREA (SW)		2.26	3.05	3.70	1.28	2.01	3.22	3.70
S.W. SOUTHERN SEGMENT (ML-5)		1.41	2.20	2.85	--	1.16	2.37	2.85
S.W. CENTRAL SEGMENT (ML-6)		--	1.47	2.12	--	--	1.64	2.12
NORTHERN SEGMENT (ML-7)		--	--	0.91	--	--	0.91	0.91

NOTES:

1. (a) There will be no charge for Transporter's Use on Backhauls, services performed within any Hub, or services under Rate Schedule IPLS.
- (b) The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.1.
2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, Transporter's Use (%): 1.07%.
3. In the case of any Shipper that purchases Gas from a Pooler, the provisions of Rate Schedules PTS-1, PTS-2 and PTS-3 shall be applicable.
4. For services provided on the 12-mile lateral located between the Link Meter Station and the Corunna Interconnect Point in St. Clair, Michigan, Shippers will not be charged a Transporter's Use % but will be charged a lost and unaccounted (%) of: 0.43%.

EPC CHARGE

1. For all transmission Transportation Services in Volume Nos. 1 and 2:

		(DOLLARS PER DTH)						
		SOUTHEAST			SOUTHWEST			NORTHERN
TO:		S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment	Segment
FROM:		(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
	SOUTHEAST AREA (SE)	\$0.0000	\$0.0000	\$0.0000	\$0.0008	\$0.0008	\$0.0008	\$0.0008
	S.E. SOUTHERN SEGMENT (ML-2)	--	\$0.0000	\$0.0000	\$0.0008	\$0.0008	\$0.0008	\$0.0008
	S.E. CENTRAL SEGMENT (ML-3)	--	--	\$0.0000	\$0.0008	\$0.0008	\$0.0008	\$0.0008
	SOUTHWEST AREA (SW)	\$0.0008	\$0.0008	\$0.0008	\$0.0000	\$0.0000	\$0.0000	\$0.0008
	S.W. SOUTHERN SEGMENT (ML-5)	\$0.0008	\$0.0008	\$0.0008	--	\$0.0000	\$0.0000	\$0.0008
	S.W. CENTRAL SEGMENT (ML-6)	--	\$0.0008	\$0.0008	--	--	\$0.0000	\$0.0008
	NORTHERN SEGMENT (ML-7)	--	--	\$0.0008	--	--	\$0.0008	\$0.0008

2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, the applicable storage EPC Charge is \$0.0061.

NOTES:

- There will be no charge for Transporter's EPC on Backhauls, services performed within any Hub, services under Rate Schedule IPLS, or services provided on the 12-mile lateral located between the Link Meter Station and the Corunna Interconnect Point in St. Clair, Michigan.
- The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.1.
- In the case of any Shipper that purchases Gas from a Pooler, the provisions of Rate Schedules PTS-1, PTS-2 and PTS-3 shall be applicable.

SOUTHEAST AREA GATHERING SERVICE

1. AVAILABILITY

This Southeast Area gathering service is available to any person, corporation, partnership or any other party (hereinafter referred to as "Shipper"). Terms and conditions applicable to this service will be individually negotiated between Shipper and Transporter, on a not unduly discriminatory basis, consistent with the terms and conditions applicable to Transporter's Part 284 transportation.

2. FIRM SERVICE CHARGES

Each Month Shipper shall pay to Transporter a charge not to exceed the following:

(1) Reservation Charge:

\$1.250 for each Dekatherm of MDQ.

(2) Commodity Charge:

\$.0002 for each Dekatherm of Gas Delivered Hereunder.

3. INTERRUPTIBLE SERVICE CHARGES

Each Month Shipper shall pay to Transporter a commodity charge not to exceed \$.0413 for each Dekatherm of Gas Delivered Hereunder.

4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain 0.43% of each Dekatherm of Gas tendered to Transporter at the Receipt Point(s) in the Southeast Area. This percentage is comprised of 0.00% fuel and 0.43% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.

Appendix A-2

Marked Tariff

<u>Section</u>	<u>Description</u>	<u>Version</u>
4.18	Statement of Rates, Transporter's Use (%)	v.4.0.0
4.19	Statement of Rates, EPC Charge	v.4.0.0
5.19	Rate Schedules, Southeast Area Gathering Service	v.4.0.0

TRANSPORTER'S USE (%)

1. For all transmission Transportation Services in Volume Nos. 1 and 2:

		(PERCENTAGE)						
		SOUTHEAST			SOUTHWEST			NORTHERN
TO:		S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment	Segment
		(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
FROM:								
	SOUTHEAST AREA (SE)	0.4535	1.2426	1.8920	0.4342	1.1613	2.3730	2.3730
	S.E. SOUTHERN SEGMENT (ML-2)	--	1.2209	1.8773	0.4144	1.1408	2.3502	2.3502
	S.E. CENTRAL SEGMENT (ML-3)	--	--	1.0808	0.00	0.3500	1.5644	1.5644
	SOUTHWEST AREA (SW)	2.2616	3.0525	3.7029	1.2812	2.0118	3.2200	3.7029
	S.W. SOUTHERN SEGMENT (ML-5)	1.4105	2.2014	2.8524	--	1.1607	2.3719	2.8524
	S.W. CENTRAL SEGMENT (ML-6)	--	1.4707	2.1215	--	--	1.6424	2.1215
	NORTHERN SEGMENT (ML-7)	--	--	0.9136	--	--	0.9136	0.9136

NOTES:

1. (a) There will be no charge for Transporter's Use on Backhauls, services performed within any Hub, or services under Rate Schedule IPLS.
- (b) The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.1.
2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, Transporter's Use (%): 1.0700%.
|
3. In the case of any Shipper that purchases Gas from a Pooler, the provisions of Rate Schedules PTS-1, PTS-2 and PTS-3 shall be applicable.
4. For services provided on the 12-mile lateral located between the Link Meter Station and the Corunna Interconnect Point in St. Clair, Michigan, Shippers will not be charged a Transporter's Use % but will be charged a lost and unaccounted (%) of: 0.4307%.
|

EPC CHARGE

1. For all transmission Transportation Services in Volume Nos. 1 and 2:

		(DOLLARS PER DTH)						
		SOUTHEAST			SOUTHWEST			NORTHERN
TO:		S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment	Segment
FROM:		(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
	SOUTHEAST AREA (SE)	\$0.0000	\$0.0000	\$0.0000	\$0.00086	\$0.00086	\$0.00086	\$0.00086
	S.E. SOUTHERN SEGMENT (ML-2)	--	\$0.0000	\$0.0000	\$0.00086	\$0.00086	\$0.00086	\$0.00086
	S.E. CENTRAL SEGMENT (ML-3)	--	--	\$0.0000	\$0.00086	\$0.00086	\$0.00086	\$0.00086
	SOUTHWEST AREA (SW)	\$0.00086	\$0.00086	\$0.00086	\$0.0000	\$0.0000	\$0.0000	\$0.00086
	S.W. SOUTHERN SEGMENT (ML-5)	\$0.00086	\$0.00086	\$0.00086	--	\$0.0000	\$0.0000	\$0.00086
	S.W. CENTRAL SEGMENT (ML-6)	--	\$0.00086	\$0.00086	--	--	\$0.0000	\$0.00086
	NORTHERN SEGMENT (ML-7)	--	--	\$0.00086	--	--	\$0.00086	\$0.00086

2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, the applicable storage EPC Charge is \$0.0061434.

NOTES:

- There will be no charge for Transporter's EPC on Backhauls, services performed within any Hub, services under Rate Schedule IPLS, or services provided on the 12-mile lateral located between the Link Meter Station and the Corunna Interconnect Point in St. Clair, Michigan.
- The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.1.
- In the case of any Shipper that purchases Gas from a Pooler, the provisions of Rate Schedules PTS-1, PTS-2 and PTS-3 shall be applicable.

SOUTHEAST AREA GATHERING SERVICE

1. AVAILABILITY

This Southeast Area gathering service is available to any person, corporation, partnership or any other party (hereinafter referred to as "Shipper"). Terms and conditions applicable to this service will be individually negotiated between Shipper and Transporter, on a not unduly discriminatory basis, consistent with the terms and conditions applicable to Transporter's Part 284 transportation.

2. FIRM SERVICE CHARGES

Each Month Shipper shall pay to Transporter a charge not to exceed the following:

(1) Reservation Charge:

\$1.250 for each Dekatherm of MDQ.

(2) Commodity Charge:

\$.0002 for each Dekatherm of Gas Delivered Hereunder.

3. INTERRUPTIBLE SERVICE CHARGES

Each Month Shipper shall pay to Transporter a commodity charge not to exceed \$.0413 for each Dekatherm of Gas Delivered Hereunder.

4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain 0.4307% of each Dekatherm of Gas tendered to Transporter at the Receipt Point(s) in the Southeast Area. This percentage is comprised of 0.00% fuel and 0.4307% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.

Appendix B

Summary Workpapers

ANR PIPELINE COMPANY
DERIVATION OF TRANSPORTER'S USE (%) BY ROUTE

<u>To</u>		Southeast			Southwest			
<u>From</u>	Southeast Area SE	Southern ML-2	Central ML-3	Southwest Area SW	Southern ML-5	Central ML-6	Northern ML-7	
	Southeast Area SE	SEA + LU 0.02 + 0.43 = 0.45	SEA + SES + LU 0.02 + 0.79 + 0.43 = 1.24	SEA + SES SEC + LU 0.02 + 0.79 0.65 + 0.43 = 1.89	SEA+SES+SEC+N -SWC-SWS+LU 0.02 + 0.79 + 0.65 + 0.48-1.21-0.73+0.43 = 0.43	SEA+SES+SEC+N -SWC+LU 0.02+0.79+0.65+ 0.48 - 1.21 + 0.43 = 1.16	SEA+SES+SEC+ N + LU 0.02+0.79+0.65+ 0.48+0.43 = 2.37	SEA+SES+SEC+ N + LU 0.02+0.79+0.65+ 0.48+0.43 = 2.37
Southeast Southern ML-2	Complete Backhaul No Charge	SES + LU 0.79 + 0.43 = 1.22	SES + SEC + LU 0.79 + 0.65 + 0.43 = 1.87	SES+SEC+N -SWC-SWS+LU 0.79 + 0.65 + 0.48-1.21-0.73+0.43 = 0.41	SES+SEC+N -SWC+LU 0.79 + 0.65 + 0.48 - 1.21 + 0.43 = 1.14	SES+SEC N + LU 0.79 + 0.65 + 0.48 + 0.43 = 2.35	SES+SEC N + LU 0.79 + 0.65 + 0.48 + 0.43 = 2.35	
Southeast Central ML-3	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC + LU 0.65 + 0.43 = 1.08	SEC + N -SWC-SWS+LU 0.65 + 0.48 - 1.21 - 0.73 + 0.43 = 0.00	SEC + N - SWC + LU 0.65 + 0.48 - 1.21 + 0.43 = 0.35	SEC + N + LU 0.65 + 0.48 + 0.43 = 1.56	SEC + N + LU 0.65 + 0.48 + 0.43= 1.56	
Southwest Area SW	SWA+SWS+SWC+ N-SEC-SES+LU 0.85 + 0.73+1.21+ 0.48-0.65-0.79+0.43 = 2.26	SWA+SWS+SWC+ N-SEC+LU 0.85 + 0.73+1.21+ 0.48-0.65+0.43 = 3.05	SWA+SWS+SWC+ N+LU 0.85 + 0.73+1.21+ 0.48 + 0.43 = 3.70	SWA + LU 0.85 + 0.43 = 1.28	SWA + SWS + LU 0.85 + 0.73 + 0.43 = 2.01	SWA+SWS+SWC + LU 0.85 + 0.73 + 1.21 + + 0.43 = 3.22	SWA+SWS+SWC+ N+LU 0.85 + 0.73 + 1.21 + 0.48 + 0.43 = 3.70	
Southwest Southern ML-5	SWS+SWC+ N-SEC-SES+LU 0.73+1.21+ 0.48-0.65-0.79+0.43 = 1.41	SWS+SWC+ N-SEC+LU 0.73 + 1.21 + 0.48 - 0.65 + 0.43 = 2.20	SWS+SWC+ N+LU 0.73 + 1.21 + 0.48 + 0.43 = 2.85	Complete Backhaul No Charge	SWS + LU 0.73 + 0.43 = 1.16	SWS+SWC+LU 0.73 + 1.21 + 0.43 = 2.37	SWS+SWC+ N+LU 0.73 + 1.21 + 0.48 + 0.43 = 2.85	
Southwest Central ML-6	Complete Backhaul No Charge	SWC+N-SEC+LU 1.21 + 0.48 - 0.65 + 0.43 = 1.47	SWC + N + LU 1.21 + 0.48 + 0.43 = 2.12	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC + LU 1.21 + 0.43 = 1.64	SWC + N + LU 1.21 + 0.48 + 0.43 = 2.12	
Northern Segment ML-7	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.48 + 0.43 = 0.91	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.48 + 0.43 = 0.91	N + LU 0.48 + 0.43 = 0.91	

ANR PIPELINE COMPANY
COMPARISON OF TRANSPORTER'S USE (%) BY ROUTE

TO	Southeast									Southwest											
	Southeast Area SE			Southern ML-2			Central ML-3			Southwest Area SW			Southern ML-5			Central ML-6			Northern ML-7		
FROM	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE
Southeast Area SE	0.45	0.35	0.10	1.24	1.26	-0.02	1.89	2.01	-0.12	0.43	0.42	0.01	1.16	1.13	0.03	2.37	2.30	0.07	2.37	2.30	0.07
Southeast Southern ML-2	-----			1.22	0.98	0.24	1.87	1.73	0.14	0.41	0.14	0.27	1.14	0.85	0.29	2.35	2.02	0.33	2.35	2.02	0.33
Southeast Central ML-3	-----			-----			1.08	0.82	0.26	0.00	0.00	0.00	0.35	0.00	0.35	1.56	1.11	0.45	1.56	1.11	0.45
Southwest Area SW	2.26	1.63	0.63	3.05	2.54	0.51	3.70	3.29	0.41	1.28	1.12	0.16	2.01	1.83	0.18	3.22	3.00	0.22	3.70	3.29	0.41
Southwest Southern ML-5	1.41	0.58	0.83	2.20	1.49	0.71	2.85	2.24	0.61	-----			1.16	0.78	0.38	2.37	1.95	0.42	2.85	2.24	0.61
Southwest Central ML-6	-----			1.47	0.78	0.69	2.12	1.53	0.59	-----			-----			1.64	1.24	0.40	2.12	1.53	0.59
Northern Segment ML-7	-----			-----			0.91	0.36	0.55	-----			-----			0.91	0.36	0.55	0.91	0.36	0.55

Storage	1.07	0.00	1.07
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L & U	0.43	0.07	0.36
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ANR PIPELINE COMPANY
Derivation of Transporter's Use (%) for Transportation by Area and Segment
Volumes Reported in Bcf
2013

Line No.	SOUTHEAST AREA		SOUTHWEST AREA	MAINLINE AREA			TOTAL (Co. 7)	
	GATHERING (Co. 1)	TRANSMISSION (Co. 2)	TRANSMISSION (Co. 3)	SOUTHEAST LEG (Co. 4)	SOUTHWEST LEG (Co. 5)	NORTHERN SEGMENT (Co. 6)		
1	THROUGHPUT	184.7 (1)	253.0	258.9	403.3	225.7	1141.6	
<u>PROPOSED MATRIX</u>								
2	FUEL	0.000	0.467	2.541	6.043	4.854	4.302	18.207
3	858 ACCOUNT	0.000	0.000	0.000	0.603	0.000	1.160	1.763
4	SYSTEM BALANCING	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.019</u>	<u>0.019</u>
5	TOTAL FUEL	<u>0.000</u>	<u>0.467</u>	<u>2.541</u>	<u>6.646</u>	<u>4.854</u>	<u>5.481</u>	<u>19.989</u>
6	THROUGHPUT	184.70	253.00	258.90	403.30	225.70	1141.60	
7	CURRENT TRANSPORTER'S USE (%) - FUEL (4)	<u>0.00%</u>	<u>0.18%</u>	<u>0.97%</u>	<u>1.62%</u>	<u>2.11%</u>	<u>0.48%</u>	
8	(OVER)/UNDER RECOVERIES (5)	0.000	(0.413)	(0.310)	(0.743)	(0.383)	0.024	
9	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	<u>0.00%</u>	<u>-0.16%</u>	<u>-0.12%</u>	<u>-0.18%</u>	<u>-0.17%</u>	<u>0.00%</u>	
10	TRANSPORTER'S USE (%) - FUEL (6)	<u>0.00%</u>	<u>0.02%</u>	<u>0.85%</u>	<u>1.44%</u>	<u>1.94%</u>	<u>0.48%</u>	

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	0.79%	(2)	0.73%	(3)
CENTRAL	0.65%	(2)	1.21%	(3)
TOTAL	1.44%		1.94%	

- (1) Based on ANR SE gathering receipt percentage of 73%.
(2) The SEML has 11 compressor stations in total. Southern has 6 stations (6/11 x 1.44% = 0.79%). Central has 5 stations (5/11 x 1.44% = 0.65%).
(2) The SWML has 8 compressor stations in total. Southern has 3 stations (3/8 x 1.94% = 0.73%). Central has 5 stations (5/8 x 1.94% = 1.21%).
(4) Fuel Percentage = 1-[(Throughput)/(Total Fuel + Throughput)].
(5) (Over)/under recoveries for the period Jan 1 - Dec 31, 2013; Fuel Percentage = 1-[(Throughput)/(Previous Year's (O)/U Recoveries + Throughput)].
Refer to Attachment 1, Page 7 of 15.
(6) Equals the Current Transporter's Use (%) plus Annual Transporter's Use Adjustment (%).

ANR PIPELINE COMPANY
Derivation of Transporter's Use (%) - L&U
Volumes Reported in Bcf
2013

<u>Line No.</u>		
1	L&U	3.043
2	THROUGHPUT	1,384
3	CURRENT TRANSPORTER'S USE (%) - L&U (1)	<u>0.22%</u>
4	(OVER)/UNDER RECOVERIES (2)	2.848
5	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (2)	<u>0.21%</u>
6	TRANSPORTER'S USE (%) - L&U (3)	<u>0.43%</u>

(1) L&U Percentage = $1 - \frac{\text{Throughput}}{\text{L\&U} + \text{Throughput}}$

(2) (Over)/under recoveries for the period Jan 1 - Dec 31, 2013;

L&U Percentage = $1 - \frac{\text{Throughput}}{\text{Previous Year's (O)/U Recoveries} + \text{Throughput}}$. Refer to Attachment 1, Page 7 of 15.

(3) Equals the Current Transporter's Use (%) plus Annual Transporter's Use Adjustment (%).

ANR PIPELINE COMPANY
Account 858 Fuel Included in Transporter's Use
Volumes Reported in Bcf
2013

<u>LINE NO.</u>	<u>TRANSPORTING COMPANY</u>	<u>SEGMENT</u> (Col. 1)	<u>THROUGHPUT</u> (Col. 2)	<u>CO. USE</u> (Col. 3)
1	Enable Gas Transmission, LLC (1)	SEML	27.895	0.603
2	Great Lakes Gas Transmission L.P.	NORTH	38.592	0.175
3	DTE Gas Company (2)	NORTH	50.703	0.985
4	Total			<u><u>1.763</u></u>

(1) Previously CenterPoint Energy Company

(2) Previously Michigan Consolidate Gas Company

ANR PIPELINE COMPANY
Derivation of Transporter's Use (%) for Storage
Volumes Reported in Bcf
2013

<u>Line No.</u>		<u>Storage Transporter's Use (%) (1)</u>
<u>INJECTION COMPANY USE</u>		
1	ANRPL STORAGE AREA	0.492
2	STORAGE FUEL REIMBURSED TO OTHERS (2)	<u>0.871</u>
3	GROSS STORAGE CO USE	1.363
4	LESS:	
5	FUEL ATTRIBUTABLE TO SYSTEM BALANCING (3)	0.019
6	NET COMPANY USE FOR STORAGE	<u>1.344</u>
7	<u>STORAGE GAS INJECTED</u>	
8	TOTAL STORAGE GAS INJECTED	154.75
9	LESS: SYSTEM BALANCING VOLUME	2.31
10	CALCULATED TRANSACTIONAL THROUGHPUT	<u>152.44</u>
11	CURRENT TRANSPORTER'S USE (%) - STORAGE (4)	<u>0.87%</u>
12	(OVER)/UNDER RECOVERIES (5)	0.298
13	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	<u>0.20%</u>
14	TRANSPORTER'S USE (%) - STORAGE	<u>1.07%</u> (6)

(1) Transporter's Use (%) for Storage is inclusive of Cold Springs 1 Storage fuel costs consistent with orders issued in Docket No. RP09-428-000 *et al.*, on July 1, 2010, and Docket No. RP10-977-000 on August 9, 2010, where the Commission approved the inclusion of such costs in ANR's general system storage fuel rates effective August 1, 2010.

(2) ANRSCO Storage	0.207
Blue Lake	<u>0.664</u>
Total	0.871

(3) Fuel associated with system balancing is reflected in Mainline Northern Segment transportation.

Fuel associated with system balancing = System balancing volume/(Storage transactional throughput + system balancing volume) x Total Gross Storage Company Use (for those months in which system balancing occurred).

(4) Fuel Percentage = 1-[(Throughput)/(Fuel + Throughput)]

(Over)/under recoveries for the period Jan 1 - Dec 31, 2013; Fuel Percentage = 1-[(Throughput)/(Previous Year's (O)/U Recoveries + Throughput)]

(5) Refer to Attachment 1, Page 7 of 15.

(6) Equals the Current Transporter's Use (%) plus Annual Transporter's Use Adjustment (%).

ANR PIPELINE COMPANY
Deferred Transporter's Use Account
Volumes Reported in Bcf
Jan 1 - Dec 31, 2013

Line No.	SE AREA TRANSMISSION (Col. 1)	SW AREA TRANSMISSION (Col. 2)	MAINLINE AREA			TRANSMISSION		TOTAL TRANS. (Co. 8)	STORAGE (Co. 9)	TOTAL (Co. 10)	
			SOUTHEAST LEG (Col. 3)	SOUTHWEST LEG (Col. 4)	NORTHERN SEGMENT (Col. 5)	FUEL (Co. 6)	L&U (Co. 7)				
			1	FUEL USE AND L&U	0.467	2.541	6.043				4.854
2	858 ACCOUNT	0.000	0.000	0.603	0.000	1.160	1.763		1.763		1.763
3	SYSTEM BALANCING	0.000	0.000	0.000	0.000	0.019	0.019		0.019		0.019
4	TOTAL COMPANY USE (1)	0.467	2.541	6.646	4.854	5.481	19.989	3.043	23.032	1.344	24.376
5	CURRENT TRANSPORTER'S USE (2)	0.880	2.851	7.389	5.237	5.457	21.814	0.195	22.009	1.046	23.055
6	TOTAL (OVER)/UNDER RECOVERIES	(0.413)	(0.310)	(0.743)	(0.383)	0.024	(1.825)	2.848	1.023	0.298	1.321

(1) Refer to Attachment 1, Page 8 of 15.

(2) Current portion of Transporter's Use fuel retained. Refer to Attachment 1, Page 14 of 15.

ANR PIPELINE COMPANY
Transporter's Actual Fuel Usage
Volumes Reported in Bcf
2013

Line No.		<u>Transportation</u>						
		<u>SOUTHEAST AREA</u>		<u>SOUTHWEST AREA</u>	<u>MAINLINE TRANSMISSION</u>			
		<u>Gathering</u>	<u>Transmission</u>	<u>Transmission</u>	<u>SE Leg</u>	<u>SW Leg</u>	<u>Northern</u>	<u>L&U</u>
1	January		0.039	0.258	0.664	0.442	0.431	0.141
2	February		0.034	0.224	0.632	0.426	0.324	0.218
3	March		0.040	0.252	0.676	0.497	0.331	0.176
4	April		0.036	0.235	0.525	0.422	0.299	0.540
5	May		0.049	0.206	0.620	0.398	0.397	0.414
6	June		0.037	0.201	0.566	0.356	0.382	0.120
7	July		0.038	0.186	0.457	0.378	0.392	0.424
8	August		0.041	0.183	0.368	0.408	0.416	0.328
9	September		0.036	0.188	0.374	0.379	0.434	0.120
10	October		0.038	0.209	0.429	0.435	0.303	0.040
11	November		0.038	0.214	0.341	0.407	0.244	0.146
12	December		0.041	0.185	0.391	0.306	0.349	0.376
13	Total	-	0.467	2.541	6.043	4.854	4.302	3.043
		<u>Storage</u>			<u>Account 858</u>			
		<u>ANR P/L Storage Area</u>	<u>Storage Fuel Reimbursed to Others</u>		<u>System Balancing</u>	<u>Enable</u>	<u>Great Lakes</u>	<u>DTE</u>
			<u>ANR Storage</u>	<u>Blue Lake</u>				
14	January	-	0.007	0.050	-	0.028	0.011	0.067
15	February	-	0.011	0.046	-	0.020	0.006	0.051
16	March	-	0.009	0.070	0.003	0.035	0.025	0.045
17	April	0.052	0.015	0.033	0.002	0.020	0.018	0.118
18	May	0.086	0.017	0.082	0.007	0.053	0.018	0.056
19	June	0.066	0.017	0.068	-	0.050	0.025	0.097
20	July	0.061	0.027	0.039	-	0.036	0.012	0.148
21	August	0.077	0.042	0.049	-	0.067	0.011	0.065
22	September	0.075	0.036	0.057	0.003	0.065	0.011	0.062
23	October	0.075	0.007	0.053	0.004	0.067	0.005	0.092
24	November	-	0.010	0.031	-	0.083	0.005	0.077
25	December	-	0.009	0.086	-	0.079	0.028	0.107
26	Total	0.492	0.207	0.664	0.019	0.603	0.175	0.985

ANR Pipeline Company

Transactional Throughput Derived From Fuel Retention By Rate Route

Inputs:

- Actual Fuel Retained by Rate Route
- Transmission, Storage Injection and Gathering Fuel Retention Percentages as per ANR's FERC Gas tariff.

Transactional Throughput Derived from Retention by Rate Route Calculations:

- Transactional Throughput Derived from Retention by Rate Route as Follows:

Non Gathered Quantities

$$\text{Transactional Throughput} = \left(\frac{\text{Fuel Retained}}{\text{Transmission Fuel Rate}} \right) - \text{Fuel Retained}$$

Gathered Quantities

$$\text{Transactional Throughput} = \left(\frac{\text{Fuel Retained}}{[\text{Transmission Fuel Rate} + 0.95 * \text{Gathering Fuel Rate}]} \right) - \text{Fuel Retained}$$

- Area and Segment Transactional Throughput for Fuel Retention Calculation:

$$\begin{aligned} \text{Area Transactional Throughput for Fuel Retention} = & \\ & \text{Sum of all Transactional Throughputs for Fuel Retention through Area} \\ & - \text{Sum of all Backhauls for which a Fuel Retention credit is Accrued} \end{aligned}$$

- Conversion of Area and Segment Transactional Throughput from Dth to Bcf for use in Fuel Matrix Calculations using ANR's Dth per Mcf conversion factor.

Fuel Matrix Determination Calculation:

$$\text{Required Fuel Percentage} = \left\{ 1 - \left[\frac{(\text{Transactional Throughput})}{(\text{Fuel Used} + \text{Transactional Throughput})} \right] \right\} \frac{\text{Fuel Used}}{\text{Fuel Used} + \text{Transactional Throughput}}$$

ANR PIPELINE COMPANY
Transactional Throughput Derived From Fuel Retention By Rate Segmen
2013

Line No.	REC-SEG	DEL-SEG	System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)
1	SE	SE	147,063,469	147,063,469	0	0	0	0
2	SE	ML-2	8,830,761	8,830,761	0	8,830,761	0	0
3	SE	ML-3	17,382,202	17,382,202	0	17,382,202	0	0
4	SE	SW	0	0	0	0	0	0
5	SE	ML-5	0	0	0	0	0	0
6	SE	ML-6	17,952	17,952	0	17,952	0	17,952
7	SE	ML-7	85,480,158	85,480,158	0	85,480,158	0	85,480,158
8	ML-2	SE	0	0	0	0	0	0
9	ML-2	ML-2	3,689,222	0	0	3,689,222	0	0
10	ML-2	ML-3	22,134,724	0	0	22,134,724	0	0
11	ML-2	SW	156,923	0	0	156,923	(156,923)	156,923
12	ML-2	ML-5	0	0	0	0	0	0
13	ML-2	ML-6	76,056	0	0	76,056	0	76,056
14	ML-2	ML-7	164,059,871	0	0	164,059,871	0	164,059,871
15	ML-3	SE	0	0	0	0	0	0
16	ML-3	ML-2	0	0	0	0	0	0
17	ML-3	ML-3	20,434,139	0	0	20,434,139	0	0
18	ML-3	SW	0	0	0	0	0	0
19	ML-3	ML-5	0	0	0	0	0	0
20	ML-3	ML-6	0	0	0	0	0	0
21	ML-3	ML-7	61,800,190	0	0	61,800,190	0	61,800,190
22	SW	SE	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0
24	SW	ML-3	9,162,008	0	9,162,008	0	9,162,008	9,162,008
25	SW	SW	6,699,970	0	6,699,970	0	0	0
26	SW	ML-5	1,863,677	0	1,863,677	0	1,863,677	0
27	SW	ML-6	19,324,923	0	19,324,923	0	19,324,923	0
28	SW	ML-7	227,783,314	0	227,783,314	0	227,783,314	227,783,314
29	ML-5	SE	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0
32	ML-5	SW	0	0	0	0	0	0
33	ML-5	ML-5	0	0	0	0	0	0
34	ML-5	ML-6	456,928	0	0	0	456,928	0
35	ML-5	ML-7	312,774	0	0	0	312,774	312,774
36	ML-6	SE	0	0	0	0	0	0
37	ML-6	ML-2	0	0	0	0	0	0
38	ML-6	ML-3	0	0	0	0	0	0
39	ML-6	SW	0	0	0	0	0	0
40	ML-6	ML-5	0	0	0	0	0	0
41	ML-6	ML-6	13,374	0	0	0	13,374	0
42	ML-6	ML-7	656,649	0	0	0	656,649	656,649
43	ML-7	SE	0	0	0	0	0	0
44	ML-7	ML-2	0	0	0	0	0	0
45	ML-7	ML-3	20,473,122	0	0	0	0	20,473,122
46	ML-7	SW	0	0	0	0	0	0
47	ML-7	ML-5	0	0	0	0	0	0
48	ML-7	ML-6	3,695,515	0	0	0	0	3,695,515
49	ML-7	ML-7	594,193,688	0	0	0	0	594,193,688
50	TOTAL (Dth)		1,415,761,609	258,774,542	264,833,892	384,062,198	259,416,724	1,167,868,220
51	TOTAL (Mcf) (1)		1,383,931,192	252,956,542	258,879,660	375,427,369	253,584,285	1,141,611,163
52	Enable Reallocation		0			27,895,000	(27,895,000)	
53	Adjusted TOTAL Transport (Mcf) (1)		1,383,931,192	252,956,542	258,879,660	403,322,369	225,689,285	1,141,611,163

(1) Conversion Factor

1.023

ANR PIPELINE COMPANY
Derived Transactional Throughput By Rate Route
2013

Line No.	REC-SEG	DEL-SEG	JANUARY (Col. 1)	FEBRUARY (Col. 2)	MARCH (Col. 3)	APRIL (Col. 4)	MAY (Col. 5)	JUNE (Col. 6)	JULY (Col. 7)	AUGUST (Col. 8)	SEPTEMBER (Col. 9)	OCTOBER (Col. 10)	NOVEMBER (Col. 11)	DECEMBER (Col. 12)	TOTAL 2013 (Col. 13)
1	SE	SE	14,148,022	10,624,968	11,673,855	10,803,199	7,185,619	11,303,442	16,529,942	12,330,691	15,236,485	12,789,650	12,072,455	12,365,141	147,063,469
2	SE	ML-2	1,752,149	1,177,813	2,227,044	331,876	457,260	340,026	51,329	51,721	47,333	0	1,105,731	1,288,479	8,830,761
3	SE	ML-3	2,993,862	2,236,151	2,709,122	1,339,928	1,997,533	1,022,850	1,029,041	700,994	648,928	786,309	635,765	1,281,719	17,382,202
4	SE	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
5	SE	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	SE	ML-6	0	0	15,956	1,996	0	0	0	0	0	0	0	0	17,952
7	SE	ML-7	11,482,975	11,570,288	12,044,958	11,874,458	14,372,392	8,790,027	1,684,688	3,347,075	2,586,374	4,097,453	1,903,069	1,726,401	85,480,158
8	ML-2	SE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
9	ML-2	ML-2	335,014	313,772	27,499	15,358	19,198	150,046	195,514	206,123	427,302	562,393	405,578	1,031,425	3,689,222
10	ML-2	ML-3	1,725,112	1,542,893	1,050,141	1,047,797	1,390,719	1,411,396	1,484,047	1,412,873	1,593,905	1,825,607	3,312,153	4,338,081	22,134,724
11	ML-2	SW	0	0	0	0	0	0	0	0	0	0	0	156,923	156,923
12	ML-2	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
13	ML-2	ML-6	0	0	0	0	0	0	0	0	0	0	0	76,056	76,056
14	ML-2	ML-7	13,957,342	13,303,074	13,854,829	11,876,098	10,697,185	12,948,154	16,316,920	13,070,435	14,333,310	14,915,951	12,771,596	16,014,977	164,059,871
15	ML-3	SE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
16	ML-3	ML-2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
17	ML-3	ML-3	847,166	892,903	1,517,303	1,665,135	1,858,174	2,142,167	2,214,617	2,029,078	2,037,060	2,112,292	2,004,162	1,114,082	20,434,139
18	ML-3	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
19	ML-3	ML-5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
20	ML-3	ML-6	0	0	0	0	0	0	0	0	0	0	0	0	0
21	ML-3	ML-7	1,210,954	371,826	2,867,269	4,559,987	5,742,925	6,419,030	12,015,580	11,102,852	8,951,238	5,535,702	1,446,467	1,576,360	61,800,190
22	SW	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	1,222,870	1,435,844	1,047,673	608,920	624,265	586,227	592,812	474,232	552,188	581,994	664,007	770,976	9,162,008
25	SW	SW	843,772	156,016	163,872	261,679	117,420	608,642	437,632	510,380	346,521	833,241	629,036	1,791,759	6,699,970
26	SW	ML-5	90,853	83,554	149,341	123,008	246,391	202,295	191,351	215,384	160,344	184,324	101,335	115,497	1,863,677
27	SW	ML-6	1,724,324	1,868,189	1,904,218	1,437,896	1,217,544	1,448,501	1,522,480	1,203,576	1,148,351	1,517,145	2,109,394	2,223,305	19,324,923
28	SW	ML-7	19,371,032	17,915,769	20,626,985	18,390,950	18,973,738	18,296,297	18,263,522	19,245,408	19,210,427	19,933,430	19,051,870	18,503,886	227,783,314
29	ML-5	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
32	ML-5	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
33	ML-5	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
34	ML-5	ML-6	15,884	15,474	14,564	8,297	4,676	3,017	52,545	286,658	23,331	7,794	7,542	17,146	456,928
35	ML-5	ML-7	30,184	761	3,083	26,360	29,066	33,343	31,641	115,959	19,770	22,607	0	0	312,774
36	ML-6	SE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
37	ML-6	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
38	ML-6	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
39	ML-6	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
40	ML-6	ML-5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
41	ML-6	ML-6	2,622	0	0	1,195	0	2,708	2,071	4,380	398	0	0	0	13,374
42	ML-6	ML-7	10,645	3,956	15,765	48,077	71,117	105,807	96,282	71,761	79,420	55,864	55,671	42,284	656,649
43	ML-7	SE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
44	ML-7	ML-2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
45	ML-7	ML-3	4,944,807	3,620,127	2,992,899	509,825	166,620	241,904	342,374	143,371	308,607	942,982	1,637,694	4,621,912	20,473,122
46	ML-7	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
47	ML-7	ML-5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
48	ML-7	ML-6	762,888	489,972	373,464	339,883	409,631	109,327	65,873	16,053	36,258	64,766	314,420	712,980	3,695,515
49	ML-7	ML-7	75,991,545	64,143,639	61,339,068	46,294,405	38,646,758	37,606,350	39,630,703	39,946,230	36,808,400	36,056,948	49,082,387	68,647,255	594,193,688
50	TOTAL (Dth)		153,464,022	131,766,989	136,618,908	111,566,327	104,228,231	103,771,556	112,750,964	106,485,234	104,555,950	102,826,452	109,310,332	138,416,644	1,415,761,609
51	TOTAL (Mcf) (2)		150,013,707	128,804,486	133,547,320	109,057,993	101,884,879	101,438,471	110,215,996	104,091,138	102,205,230	100,514,616	106,852,719	135,304,637	1,383,931,192
52	Storage (Dth) (1) (3)		3,231,171	2,738,900	3,948,362	13,725,582	19,497,187	22,191,454	19,902,047	20,586,055	22,348,542	19,335,088	5,157,602	3,285,856	155,947,846
53	Storage (Mcf) (2) (3)		3,158,525	2,677,322	3,859,591	13,416,991	19,058,834	21,692,526	19,454,591	20,123,221	21,846,082	18,900,379	5,041,644	3,211,980	152,441,686

(1) Storage transactional throughput calculated excluding Storage Cycling Fuel retained as reported on Attachment 1, Page 13 of 15, line 53.
(2) Conversion Factor 1.023

ANR PIPELINE COMPANY
Fuel Percentages By Rate Route
2013

Line No.	REC-SEG	DEL-SEG	1/13-3/13 Fuel		4/13-12/13 Fuel	
			Trans (Col. 1)	Gath (Col. 2)	Trans (Col. 3)	Gath (Col. 4)
1	SE	SE	0.35%	0.00%	0.35%	0.00%
2	SE	ML-2	1.71%	0.00%	1.26%	0.00%
3	SE	ML-3	2.84%	0.00%	2.01%	0.00%
4	SE	SW	0.94%	0.00%	0.42%	0.00%
5	SE	ML-5	1.81%	0.00%	1.13%	0.00%
6	SE	ML-6	3.25%	0.00%	2.30%	0.00%
7	SE	ML-7	3.25%	0.00%	2.30%	0.00%
8	ML-2	SE	0.00%	0.00%	0.00%	0.00%
9	ML-2	ML-2	1.20%	0.00%	0.98%	0.00%
10	ML-2	ML-3	2.33%	0.00%	1.73%	0.00%
11	ML-2	SW	0.43%	0.00%	0.14%	0.00%
12	ML-2	ML-5	1.30%	0.00%	0.85%	0.00%
13	ML-2	ML-6	2.74%	0.00%	2.02%	0.00%
14	ML-2	ML-7	2.74%	0.00%	2.02%	0.00%
15	ML-3	SE	0.00%	0.00%	0.00%	0.00%
16	ML-3	ML-2	0.00%	0.00%	0.00%	0.00%
17	ML-3	ML-3	0.97%	0.00%	0.82%	0.00%
18	ML-3	SW	0.00%	0.00%	0.00%	0.00%
19	ML-3	ML-5	0.00%	0.00%	0.00%	0.00%
20	ML-3	ML-6	1.38%	0.00%	1.11%	0.00%
21	ML-3	ML-7	1.38%	0.00%	1.11%	0.00%
22	SW	SE	1.40%	0.00%	1.63%	0.00%
23	SW	ML-2	2.76%	0.00%	2.54%	0.00%
24	SW	ML-3	3.89%	0.00%	3.29%	0.00%
25	SW	SW	1.17%	0.00%	1.12%	0.00%
26	SW	ML-5	2.04%	0.00%	1.83%	0.00%
27	SW	ML-6	3.48%	0.00%	3.00%	0.00%
28	SW	ML-7	3.89%	0.00%	3.29%	0.00%
29	ML-5	SE	0.07%	0.00%	0.58%	0.00%
30	ML-5	ML-2	1.43%	0.00%	1.49%	0.00%
31	ML-5	ML-3	2.56%	0.00%	2.24%	0.00%
32	ML-5	SW	0.00%	0.00%	0.00%	0.00%
33	ML-5	ML-5	0.71%	0.00%	0.78%	0.00%
34	ML-5	ML-6	2.15%	0.00%	1.95%	0.00%
35	ML-5	ML-7	2.56%	0.00%	2.24%	0.00%
36	ML-6	SE	0.00%	0.00%	0.00%	0.00%
37	ML-6	ML-2	0.56%	0.00%	0.78%	0.00%
38	ML-6	ML-3	1.69%	0.00%	1.53%	0.00%
39	ML-6	SW	0.00%	0.00%	0.00%	0.00%
40	ML-6	ML-5	0.00%	0.00%	0.00%	0.00%
41	ML-6	ML-6	1.28%	0.00%	1.24%	0.00%
42	ML-6	ML-7	1.69%	0.00%	1.53%	0.00%
43	ML-7	SE	0.00%	0.00%	0.00%	0.00%
44	ML-7	ML-2	0.00%	0.00%	0.00%	0.00%
45	ML-7	ML-3	0.25%	0.00%	0.36%	0.00%
46	ML-7	SW	0.00%	0.00%	0.00%	0.00%
47	ML-7	ML-5	0.00%	0.00%	0.00%	0.00%
48	ML-7	ML-6	0.25%	0.00%	0.36%	0.00%
49	ML-7	ML-7	0.25%	0.00%	0.36%	0.00%
50	STORAGE		0.73%		0.00%	

ANR PIPELINE COMPANY
Fuel and L&U Retained By Rate Route
2013

Line No.	REC-SEG	DEL-SEG	JANUARY (Col. 1)	FEBRUARY (Col. 2)	MARCH (Col. 3)	APRIL (Col. 4)	MAY (Col. 5)	JUNE (Col. 6)	JULY (Col. 7)	AUGUST (Col. 8)	SEPTEMBER (Col. 9)	OCTOBER (Col. 10)	NOVEMBER (Col. 11)	DECEMBER (Col. 12)	Total 2013 (Col. 13)
1	SE	SE	49,692	37,318	41,002	37,944	25,238	39,701	58,058	43,309	53,515	44,921	42,402	43,430	516,530
2	SE	ML-2	30,483	20,491	38,745	4,235	5,835	4,339	655	660	604	0	14,110	16,442	136,599
3	SE	ML-3	87,511	65,363	79,188	27,485	40,974	20,981	21,108	14,379	13,311	16,129	13,041	26,291	425,761
4	SE	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
5	SE	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	SE	ML-6	0	0	536	47	0	0	0	0	0	0	0	0	583
7	SE	ML-7	385,733	388,666	404,611	279,542	338,347	206,930	39,660	78,795	60,887	96,460	44,801	40,642	2,365,074
8	ML-2	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
9	ML-2	ML-2	4,069	3,811	334	152	190	1,485	1,935	2,040	4,229	5,566	4,014	10,208	38,033
10	ML-2	ML-3	41,154	36,807	25,052	18,446	24,483	24,847	26,126	24,873	28,060	32,139	58,309	76,370	416,666
11	ML-2	SW	0	0	0	0	0	0	0	0	0	0	0	220	220
12	ML-2	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
13	ML-2	ML-6	0	0	0	0	0	0	0	0	0	0	0	1,568	1,568
14	ML-2	ML-7	393,205	374,773	390,317	244,843	220,538	266,945	336,397	269,466	295,502	307,514	263,305	330,172	3,692,977
15	ML-3	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
16	ML-3	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
17	ML-3	ML-3	8,298	8,746	14,862	13,767	15,363	17,711	18,310	16,776	16,842	17,464	16,570	9,211	173,920
18	ML-3	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
19	ML-3	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
20	ML-3	ML-6	0	0	0	0	0	0	0	0	0	0	0	0	0
21	ML-3	ML-7	16,945	5,203	40,122	51,184	64,462	72,051	134,870	124,625	100,474	62,136	16,236	17,694	706,002
22	SW	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	49,495	58,115	42,404	20,715	21,237	19,943	20,167	16,133	18,785	19,799	22,589	26,228	335,610
25	SW	SW	9,989	1,847	1,940	2,964	1,330	6,894	4,957	5,781	3,925	9,438	7,125	20,295	76,485
26	SW	ML-5	1,892	1,740	3,110	2,293	4,593	3,771	3,567	4,015	2,989	3,436	1,889	2,153	35,448
27	SW	ML-6	62,170	67,357	68,656	44,471	37,656	44,799	47,087	37,224	35,516	46,922	65,239	68,762	625,859
28	SW	ML-7	784,032	725,131	834,866	625,646	645,472	622,426	621,311	654,714	653,524	678,120	648,130	629,488	8,122,860
29	ML-5	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
32	ML-5	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
33	ML-5	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
34	ML-5	ML-6	349	340	320	165	93	60	1,045	5,701	464	155	150	341	9,183
35	ML-5	ML-7	793	20	81	604	666	764	725	2,657	453	518	0	0	7,281
36	ML-6	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
37	ML-6	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
38	ML-6	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
39	ML-6	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
40	ML-6	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
41	ML-6	ML-6	34	0	0	15	0	34	26	55	5	0	0	0	169
42	ML-6	ML-7	183	68	271	747	1,105	1,644	1,496	1,115	1,234	868	865	657	10,253
43	ML-7	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
44	ML-7	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
45	ML-7	ML-3	12,393	9,073	7,501	1,842	602	874	1,237	518	1,115	3,407	5,917	16,699	61,178
46	ML-7	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
47	ML-7	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
48	ML-7	ML-6	1,912	1,228	936	1,228	1,480	395	238	58	131	234	1,136	2,576	11,552
49	ML-7	ML-7	190,455	160,761	153,732	167,262	139,631	135,872	143,186	144,326	132,989	130,274	177,335	248,023	1,923,846
50	TOTAL TRANSPORTATION (Dth)		2,130,787	1,966,858	2,148,586	1,545,597	1,589,295	1,492,466	1,482,161	1,447,220	1,424,554	1,475,500	1,403,163	1,587,470	19,693,657
51	TOTAL TRANSPORTATION (McF) (1)		2,082,881	1,922,637	2,100,280	1,510,848	1,553,563	1,458,911	1,448,838	1,414,682	1,392,526	1,442,326	1,371,616	1,551,779	19,250,887
52	STORAGE INJ. FUEL (Dth)		23,761	20,141	29,035	0	0	0	0	0	0	0	0	0	72,937
53	STORAGE CYCLING FUEL (Dth)		0	0	0	0	0	0	0	0	0	0	0	0	0
54	TOTAL STORAGE FUEL RETAINED (Dth)		23,761	20,141	29,035	0	0	0	0	0	0	0	0	0	72,937
55	STORAGE FUEL RETAINED (McF) (1)		23,227	19,688	28,382	0	0	0	0	0	0	0	0	0	71,297
56	TOTAL FUEL RETAINED (Dth)		2,154,548	1,986,999	2,177,621	1,545,597	1,589,295	1,492,466	1,482,161	1,447,220	1,424,554	1,475,500	1,403,163	1,587,470	19,766,594
57	TOTAL FUEL RETAINED (McF) (1)		2,106,108	1,942,326	2,128,662	1,510,848	1,553,563	1,458,911	1,448,838	1,414,682	1,392,526	1,442,326	1,371,616	1,551,779	19,322,184

(1) Conversion Factor

ANR PIPELINE COMPANY
Fuel and L&U Retained by Rate Segment
2013

Line No.	REC-SEG	DEL-SEG	System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)	L&U (Col. 7)		
Transactional Throughput Grossed Up for Fuel and L&U											
1	SE		147,579,999	147,579,999	0	0	0	0	147,579,999		
2	SE	ML-2	8,967,360	8,967,360	0	8,967,360	0	0	8,967,360		
3	SE	ML-3	17,807,963	17,807,963	0	17,807,963	0	0	17,807,963		
4	SE	SW	0	0	0	0	0	0	0		
5	SE	ML-5	0	0	0	0	0	0	0		
6	SE	ML-6	18,535	18,535	0	18,535	0	18,535	18,535		
7	SE	ML-7	87,845,232	87,845,232	0	87,845,232	0	87,845,232	87,845,232		
8	ML-2	SE	0	0	0	0	0	0	0		
9	ML-2	ML-2	3,727,255	0	0	3,727,255	0	0	3,727,255		
10	ML-2	ML-3	22,551,390	0	0	22,551,390	0	0	22,551,390		
11	ML-2	SW	157,143	0	0	157,143	(157,143)	157,143	157,143		
12	ML-2	ML-5	0	0	0	0	0	0	0		
13	ML-2	ML-6	77,624	0	0	77,624	0	77,624	77,624		
14	ML-2	ML-7	167,752,848	0	0	167,752,848	0	167,752,848	167,752,848		
15	ML-3	SE	0	0	0	0	0	0	0		
16	ML-3	ML-2	0	0	0	0	0	0	0		
17	ML-3	ML-3	20,608,059	0	0	20,608,059	0	0	20,608,059		
18	ML-3	SW	0	0	0	0	0	0	0		
19	ML-3	ML-5	0	0	0	0	0	0	0		
20	ML-3	ML-6	0	0	0	0	0	0	0		
21	ML-3	ML-7	62,506,192	0	0	62,506,192	0	62,506,192	62,506,192		
22	SW	SE	0	0	0	0	0	0	0		
23	SW	ML-2	0	0	0	0	0	0	0		
24	SW	ML-3	9,497,618	0	9,497,618	0	9,497,618	9,497,618	9,497,618		
25	SW	SW	6,776,455	0	6,776,455	0	0	0	6,776,455		
26	SW	ML-5	1,899,125	0	1,899,125	0	1,899,125	0	1,899,125		
27	SW	ML-6	19,950,782	0	19,950,782	0	19,950,782	0	19,950,782		
28	SW	ML-7	235,906,174	0	235,906,174	0	235,906,174	235,906,174	235,906,174		
29	ML-5	SE	0	0	0	0	0	0	0		
30	ML-5	ML-2	0	0	0	0	0	0	0		
31	ML-5	ML-3	0	0	0	0	0	0	0		
32	ML-5	SW	0	0	0	0	0	0	0		
33	ML-5	ML-5	0	0	0	0	0	0	0		
34	ML-5	ML-6	466,111	0	0	0	466,111	0	466,111		
35	ML-5	ML-7	320,055	0	0	0	320,055	320,055	320,055		
36	ML-6	SE	0	0	0	0	0	0	0		
37	ML-6	ML-2	0	0	0	0	0	0	0		
38	ML-6	ML-3	0	0	0	0	0	0	0		
39	ML-6	SW	0	0	0	0	0	0	0		
40	ML-6	ML-5	0	0	0	0	0	0	0		
41	ML-6	ML-6	13,543	0	0	0	13,543	0	13,543		
42	ML-6	ML-7	666,902	0	0	0	666,902	666,902	666,902		
43	ML-7	SE	0	0	0	0	0	0	0		
44	ML-7	ML-2	0	0	0	0	0	0	0		
45	ML-7	ML-3	20,534,300	0	0	0	0	20,534,300	20,534,300		
46	ML-7	SW	0	0	0	0	0	0	0		
47	ML-7	ML-5	0	0	0	0	0	0	0		
48	ML-7	ML-6	3,707,067	0	0	0	0	3,707,067	3,707,067		
49	ML-7	ML-7	596,117,534	0	0	0	0	596,117,534	596,117,534		
50	TOTAL (Dth)		1,435,455,266	262,219,089	274,030,154	392,019,601	268,563,167	1,185,107,224	1,435,455,266		
51	Fuel and L&U Retained by Rate Segment										
52	Unadjusted Fuel and L&U Retainec		20,630,849	932,672	3,077,004	7,378,133	5,351,084	3,871,758	20,198		
53	Adjustments										
54	SE-SE (L&U)		0	0	0	0	0	0	0		
54	SE-ML2		(87,193)	0	0	(87,193)	0	0	0		
55	ML2-ML2		(30,556)	0	0	(30,556)	0	0	0		
56	ML3-ML3		(202,335)	0	0	(202,335)	0	0	0		
57	ML3-ML6		0	0	0	0	0	0	0		
58	ML3-ML7		(589,112)	0	0	(589,112)	0	0	0		
59	SW-ML5		(23,112)	0	0	0	(23,112)	0	0		
60	ML5-ML-5		0	0	0	0	0	0	0		
61	ML6-ML3		0	0	0	0	0	0	0		
62	ML6-ML6		(100)	0	0	0	(100)	0	0		
63	ML6-ML7		(4,784)	0	0	0	(4,784)	0	0		
64	Total Fuel and L&U Retained (Dth)		19,693,657	932,672	3,077,004	6,468,937	5,323,087	3,871,758	20,198		
65	Total Fuel and L&U Retained (Mcf)		19,250,887	911,703	3,007,824	6,323,497	5,203,409	3,784,710	19,743		
66	Enable Reallocation		0	0	0	572,390	(572,390)	0	0		
67	Adjusted Total Fuel and L&U Retained (Mcf)		19,250,887	911,703	3,007,824	6,895,887	4,631,019	3,784,710	19,743		
Transporter's Use			Transportation							Storage	Total Co. Use
68	Fuel & L&U Retained by Rate Segment		19,250,887	911,703	3,007,824	6,895,887	4,631,019	3,784,710	19,743	19,322,184	
69	Less: Def.Transporter's Use Bal. - 2012 (Over)/Under Rec.		(2,758,557)	31,355	156,663	(493,441)	(606,227)	(1,671,800)	(175,107)	(974,895)	
70	Current Transporter's Use		22,009,444	880,348	2,851,161	7,389,328	5,237,246	5,456,510	194,850	23,055,636	

**ANR PIPELINE COMPANY
DERIVATION OF TRANSPORTATION EPC CHARGE BY ROUTE
DOLLARS PER DTH**

To		Southeast			Southwest			
From	Southeast Area SE	Southern ML-2	Central ML-3	Southwest Area SW	Southern ML-5	Central ML-6	Northern ML-7	
Southeast Area SE	SEA 0 = \$0.0000	SEA+SES 0 + 0 = \$0.0000	SEA+SES+SEC 0 + 0 + 0 = \$0.0000	SEA+SES+SEC+N -SWC-SWS 0 + 0 + 0 + 0.0008 - 0 - 0 = \$0.0008	SEA+SES+SEC+N-SWC 0 + 0 + 0 0.0008 - 0 = \$0.0008	SEA+SES+SEC+N 0 + 0 0 + 0.0008 = \$0.0008	SEA+SES+SEC+N 0 + 0 = 0 + 0.0008 = \$0.0008	
Southeast Southern ML-2	Complete Backhaul No Charge	SES 0 = \$0.0000	SES+SEC 0 + 0 = \$0.0000	SES+SEC+N -SWC-SWS 0 + 0 + 0.0008 + - 0 - 0 = \$0.0008	SES+SEC+N-SWC 0 + 0 0.0008 - 0 = \$0.0008	SES+SEC+N 0 + 0 + 0.0008 = \$0.0008	SES+SEC+N 0 + 0 + 0.0008 = \$0.0008	
Southeast Central ML-3	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC 0 = \$0.0000	SEC+N-SWC-SWS 0 + 0.0008 0 - 0 = \$0.0008	SEC+N-SWC 0 + 0.0008 - 0 = \$0.0008	SEC+N 0 + 0.0008 = \$0.0008	SEC+N 0 + 0.0008 = \$0.0008	
Southwest Area SW	SWA+SWS+SWC+N-SEC-SES 0 + 0 + 0 + 0.0008 - 0 - 0 = \$0.0008	SWA+SWS+SWC+N-SEC 0 + 0 + 0 + 0.0008 - 0 = \$0.0008	SWA+SWS+SWC+N 0 + 0 0 + 0.0008 = \$0.0008	SWA 0 = \$0.0000	SWA+SWS 0 + 0 = \$0.0000	SWA+SWS+SWC 0 + 0 + 0 = \$0.0000	SWA+SWS+SWC+N 0 + 0 0 + 0.0008 = \$0.0008	
Southwest Southern ML-5	SWS+SWC+N-SEC-SES 0 + 0 + 0.0008 - 0 - 0 = \$0.0008	SWS+SWC+N-SEC 0 + 0 0.0008 - 0 = \$0.0008	SWS+SWC+N 0 + 0 + 0.0008 = \$0.0008	Complete Backhaul No Charge	SWS 0 = \$0.0000	SWS+SWC 0 + 0 = \$0.0000	SWS+SWC+N 0 + 0 + 0.0008 = \$0.0008	
Southwest Central ML-6	Complete Backhaul No Charge	SWC+N-SEC 0 + 0.0008 - 0 = \$0.0008	SWC+N 0 + 0.0008 = \$0.0008	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC 0 = \$0.0000	SWC + N 0 + 0.0008 = \$0.0008	
Northern Segment ML-7	Complete Backhaul No Charge	Complete Backhaul No Charge	N 0.0008 = \$0.0008	Complete Backhaul No Charge	Complete Backhaul No Charge	N 0.0008 = \$0.0008	N 0.0008 = \$0.0008	

ANR PIPELINE COMPANY
COMPARISON OF TRANSPORTATION EPC CHARGE BY ROUTE

FROM	Southeast Area SE			Southeast Southern ML-2			Central ML-3			Southwest Area SW			Southwest Southern ML-5			Central ML-6			Northern ML-7		
	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE
Southeast Area SE	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0008	\$0.0006	\$0.0002	\$0.0008	\$0.0006	\$0.0002	\$0.0008	\$0.0006	\$0.0002	\$0.0008	\$0.0006	\$0.0002
Southeast Southern ML-2	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0008	\$0.0006	\$0.0002	\$0.0008	\$0.0006	\$0.0002	\$0.0008	\$0.0006	\$0.0002	\$0.0008	\$0.0006	\$0.0002
Southeast Central ML-3	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0008	\$0.0006	\$0.0002	\$0.0008	\$0.0006	\$0.0002	\$0.0008	\$0.0006	\$0.0002	\$0.0008	\$0.0006	\$0.0002
Southwest Area SW	\$0.0008	\$0.0006	\$0.0002	\$0.0008	\$0.0006	\$0.0002	\$0.0008	\$0.0006	\$0.0002	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0008	\$0.0006	\$0.0002
Southwest Southern ML-5	\$0.0008	\$0.0006	\$0.0002	\$0.0008	\$0.0006	\$0.0002	\$0.0008	\$0.0006	\$0.0002	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0008	\$0.0006	\$0.0002
Southwest Central ML-6	-----			\$0.0008	\$0.0006	\$0.0002	\$0.0008	\$0.0006	\$0.0002	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0008	\$0.0006	\$0.0002
Northern Segment ML-7	-----			-----			\$0.0008	\$0.0006	\$0.0002	-----			-----			\$0.0008	\$0.0006	\$0.0002	\$0.0008	\$0.0006	\$0.0002

ANR PIPELINE COMPANY
Derivation of Transportation EPC Charge by Area and Segment
2013

Line No.		<u>SOUTHEAST AREA</u>	<u>SOUTHWEST AREA</u>	<u>MAINLINE AREA</u>			<u>TOTAL</u>
		<u>TRANSMISSION</u> (Col. 2)	<u>TRANSMISSION</u> (Col. 3)	<u>SOUTHEAST LEG</u> (Col. 4)	<u>SOUTHWEST LEG</u> (Col. 5)	<u>NORTHERN SEGMENT</u> (Co. 6)	(Co. 7)
1	THROUGHPUT						
2	Bcf (1)	253.0	258.9	403.3	225.7	1141.6	
3	MMDth (1)	258.8	264.9	412.6	230.9	1167.9	
4	ELECTRIC POWER COSTS, \$ (2)	\$ -	\$ -	\$ -	\$ -	\$ 965,640	\$ 965,640
5	CURRENT EPC CHARGE, \$/Dth (3)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.00083</u>	
6	(OVER)/UNDER RECOVERIES, \$ (Line 14)	\$ -	\$ -	\$ -	\$ -	\$ 16,344	\$ 16,344
7	ANNUAL EPC CHARGE ADJUSTMENT, \$/Dth (4)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.00001</u>	
8	TRANSPORTATION EPC CHARGE, \$/Dth - (5)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0008</u>	<u>\$ 981,984</u>

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	\$ -	(6)	\$ -	(6)
CENTRAL	\$ -	(6)	\$ -	(6)
TOTAL	\$ -		\$ -	

Derivation of EPC Charge Adjustment for Transportation by Area and Segment

	<u>SOUTHEAST AREA</u>	<u>SOUTHWEST AREA</u>	<u>MAINLINE AREA</u>			<u>TOTAL</u>
	<u>TRANSMISSION</u> (Col. 2)	<u>TRANSMISSION</u> (Col. 3)	<u>SOUTHEAST LEG</u> (Col. 4)	<u>SOUTHWEST LEG</u> (Col. 5)	<u>NORTHERN SEGMENT</u> (Co. 6)	
9	Deferred Balance - January 1, 2013 (7)	\$ -	\$ -	\$ -	\$ 656,957	\$ 656,957
10	Less: Transporter's EPC Collected (8)	-	-	-	666,807	666,807
11	(Over)/Under Recoveries	\$ -	\$ -	\$ -	\$ (9,850)	\$ (9,850)
13	Interest (9)	-	-	-	26,194	26,194
14	(Over)/Under Recoveries Including Interest	\$ -	\$ -	\$ -	\$ 16,344	\$ 16,344

- (1) Refer to Line 1, Attachment 1, Page 3 of 15. Conversion factor of 1.023 Dth/Mcf.
- (2) Cost of electric power purchases for the period 1/1/13 - 12/31/13. Refer to Attachment 2, Page 4 of 5.
- (3) Current EPC Charge = Line 4 ÷ Line 3.
- (4) Annual EPC Charge Adjustment = Line 6 ÷ Line 3.
- (5) EPC Charge = (Line 4 + Line 6) / Line 3.
- (6) The SEML and SWML have no electric compressor stations.
- (7) Deferred Balance at January 1, 2013 per RP13-591-000, Attachment 2, Page 3 of 5 - line 8.
- (8) Refer to Attachment 2, Page 4 of 5.
- (9) Refer to Attachment 2, Page 5 of 5.

**ANR Pipeline Company
Transportation Electric Power Costs by Segment
2013**

Line No.	Production Month	Southeast Area	Southwest Area	Mainline Area			(1)	Total
				Southeast Leg	Southwest Leg	Northern Segment		
1	January	-	-	-	-	\$ 223,560	\$ 223,560	
2	February	-	-	-	-	87,685	87,685	
3	March	-	-	-	-	95,070	95,070	
4	April	-	-	-	-	14,729	14,729	
5	May	-	-	-	-	14,393	14,393	
6	June	-	-	-	-	14,334	14,334	
7	July	-	-	-	-	14,002	14,002	
8	August	-	-	-	-	52,432	52,432	
9	September	-	-	-	-	13,969	13,969	
10	October	-	-	-	-	96,193	96,193	
11	November	-	-	-	-	146,494	146,494	
12	December	-	-	-	-	192,779	192,779	
13	Total	-	-	-	-	<u>\$ 965,640</u>	<u>\$ 965,640</u>	

**Transportation EPC Collected by Segment
2013**

Line No.	Production Month	Southeast Area	Southwest Area	Mainline Area			Total
				Southeast Leg	Southwest Leg	Northern Segment	
14	January	-	-	-	-	\$ 64,401	\$ 64,401
15	February	-	-	-	-	56,408	56,408
16	March	-	-	-	-	57,719	57,719
17	April	-	-	-	-	56,941	56,941
18	May	-	-	-	-	54,152	54,152
19	June	-	-	-	-	51,185	51,185
20	July	-	-	-	-	53,584	53,584
21	August	-	-	-	-	52,698	52,698
22	September	-	-	-	-	49,829	49,829
23	October	-	-	-	-	49,254	49,254
24	November	-	-	-	-	52,355	52,355
25	December	-	-	-	-	68,281	68,281
26	Total	-	-	-	-	<u>\$ 666,807</u>	<u>\$ 666,807</u>

(1) Electric compression costs incurred at the Weyauwega Compressor Station in Waupaca County, Wisconsin.
The recovery of such costs was authorized by Commission Certificate order issued on June 2, 2004, in Docket No. CP04-01-000

ANR PIPELINE COMPANY
Transportation EPC
Interest Calculation

<u>Line No.</u>	<u>Accounting Month</u>	Prior Month Interest Base (= Col. 5) (Col. 1)	(1) Quarterly Interest (Col. 2)	(2) Electric Power Costs (Col. 3)	(3) Transporter's EPC (Col. 4)	Current Month Interest Base (Col. 1+ 2 + 3 - 4) (Col. 5)	(4) Monthly Interest Rate (Col. 6)	Interest (Col. 1 + Col. 2 x Col. 6) (Col. 7)	(5) Interest (Col. 8)	Total Monthly Interest (Col. 7 + 8) (Col. 9)
1	February, 2013	\$ 656,957	(6)	\$ 223,560	\$ 64,401	\$ 816,116	0.2500%	\$ 1,642	\$ 113	\$ 1,755
2	March	816,116		87,685	56,408	847,393	0.2800%	2,285	31	2,316
3	April	847,393	4,071	95,070	57,719	888,815	0.2700%	2,299	33	2,332
4	May	888,815		14,729	56,941	846,603	0.2800%	2,489	(41)	2,448
5	June	846,603		14,393	54,152	806,844	0.2700%	2,286	(35)	2,251
6	July	806,844	7,031	14,334	51,185	777,024	0.2800%	2,279	(36)	2,243
7	August	777,024		14,002	53,584	737,442	0.2800%	2,176	(39)	2,137
8	September	737,442		52,432	52,698	737,176	0.2700%	1,991	(0)	1,991
9	October	737,176	6,371	13,969	49,829	707,687	0.2800%	2,082	(35)	2,047
10	November	707,687		96,193	49,254	754,626	0.2700%	1,911	42	1,953
11	December	754,626		146,494	52,355	848,765	0.2800%	2,113	92	2,205
12	January, 2014	848,765	6,205	192,779	68,281	979,468	0.2800%	2,394	122	2,516
13	Total			<u>\$ 965,640</u>	<u>\$ 666,807</u>			<u>\$ 25,947</u>	<u>\$ 246</u>	<u>\$ 26,194</u>

- (1) Quarterly interest based upon Col. 9.
(2) Reflects prior month EPC activity. Please refer to Attachment 2, Page 4 of 5.
(3) Reflects prior month Transporter's EPC collected. Refer to Attachment 2, Page 4 of 5.
(4) FERC prescribed interest rates pursuant to CFR 154.501. Rate factored by number of days in the month.
(5) Interest calculated assuming amount is due and received on the 20th of each month. (Column 3 - Column 4 x Column 6 x (No. of days in the month - 20) / No. of days in the month).
(6) Refer to Attachment 2, Page 3 of 5 - line 9.

ANR PIPELINE COMPANY
Derivation of Storage EPC Charge
2013

Line No.	Storage EPC Charge (1)
<u>Storage Gas Injected (Transactional Throughput)</u>	
1 Bcf (2)	152.44
2 MMDth (2)	155.95
<u>Current EPC Charge</u>	
3 Electric Power Costs, \$ (3)	\$ 1,494,175
4 Current EPC Charge, \$/Dth (4)	\$0.0096
<u>EPC Charge Adjustment</u>	
5 (Over)/Under Recoveries, \$ (Line 14)	\$ (548,186)
6 Annual EPC Charge Adjustment, \$/Dth (5)	(\$0.0035)
7 Storage EPC Charge, \$/Dth (6)	\$0.0061

	<u>Derivation of EPC (Over)Under Recoveries</u>
8 Deferred Balance - December 31, 2012 (7)	\$ 60,358
9 Actual Electric Power Costs - 2013 (Attach 3, Pg 2 of 3)	1,494,175
10 Total	<u>\$ 1,554,533</u>
11 Transporter's EPC Collected - 2013 (Attach 3, Pg 2 of 3)	<u>2,096,614</u>
12 Total (Over)/Under Recoveries	\$ (542,081)
13 Interest (8)	(6,105)
14 Deferred Balance - December 31, 2013	<u><u>\$ (548,186)</u></u>

- (1) ANR's general system Storage EPC Charge became effective on August 1, 2010, pursuant to orders issued in Docket No. RP09-428-000, *et al.*, on July 1, 2010, and Docket No. RP10-977-000 on August 9, 2010 in which the Commission approved the inclusion of Cold Springs 1 facility fuel costs in ANR's general system storage fuel rates.
- (2) Bcf per Attachment 1, Page 6 of 15, Line 10; MMDth using a conversion factor of 1.023 Dth/Mcf per Attachment 1, Page 10, footnote 2.
- (3) Refer to Attachment 3, Page 2 of 3, Line 13.
- (4) Current EPC Charge = Line 3 ÷ Line 2.
- (5) Annual EPC Charge Adjustment = Line 5 ÷ Line 2.
- (6) EPC Charge = (Line 3 + Line 5) / Line 2.
- (7) Deferred balance per Docket No. RP13-591-000, filed February 27, 2013 (see Attachment 3, Page 1 of 3, Line 14).
- (8) Refer to Attachment 3, Page 3 of 3, for the interest calculation.

ANR Pipeline Company
Storage EPC
2013

Electric Power Costs

<u>Line No.</u>	<u>Production Month</u>	<u>Amount</u>
1	January	\$ 45,996
2	February	45,727
3	March	75,075
4	April	44,201
5	May	132,133
6	June	255,449
7	July	208,893
8	August	286,979
9	September	40,506
10	October	254,380
11	November	58,765
12	December	46,071
13	Total	<u>\$ 1,494,175</u>

Storage EPC Collected

	<u>Production Month</u>	<u>Amount</u>
14	January	\$ 24,857
15	February	22,245
16	March	30,457
17	April	188,522
18	May	269,893
19	June	304,993
20	July	280,810
21	August	283,279
22	September	303,548
23	October	258,550
24	November	77,931
25	December	51,529
26	Total	<u>\$ 2,096,614</u>
27	Net (Over)Under Recovery (Line 13 - Line 26)	<u>\$ (602,439)</u>

(1) Electric compression costs incurred at the Cold Springs 1 Storage facility compressor station in Kalkaska County, Michigan, and authorized by the Commission's Certificate order issued on May 3, 2007, in Docket No. CP06-464.

ANR PIPELINE COMPANY
Storage EPC
Interest Calculation

<u>Line No.</u>	<u>Accounting Month</u>	<u>Prior Month Interest Base</u> (= Col. 5) (Col. 1)	<u>(1) Quarterly Interest</u> (Col. 2)	<u>(2) Electric Power Costs</u> (Col. 3)	<u>(3) Storage EPC</u> (Col. 4)	<u>Current Month Interest Base</u> (Col. 1+2+3-4) (Col. 5)	<u>(4) Monthly Interest Rate</u> (Col. 6)	<u>Interest</u> (Col. 1 + Col. 2 x Col. 6 (Col. 7)	<u>(5) Interest</u> (Col. 8)	<u>Total Monthly Interest</u> (Col. 7 + 8) (Col. 9)
1	February, 2013	\$ 60,358	(6)	\$ 45,996	\$ 24,857	\$ 81,497	0.2500%	\$ 151	\$ 15	\$ 166
2	March	81,497		45,727	22,245	104,979	0.2800%	228	23	251
3	April	104,979	417	75,075	30,457	150,014	0.2700%	285	40	325
4	May	150,014		44,201	188,522	5,693	0.2800%	420	(141)	279
5	June	5,693		132,133	269,893	(132,067)	0.2700%	15	(123)	(108)
6	July	(132,067)	496	255,449	304,993	(181,115)	0.2800%	(368)	(49)	(417)
7	August	(181,115)		208,893	280,810	(253,032)	0.2800%	(507)	(71)	(578)
8	September	(253,032)		286,979	283,279	(249,332)	0.2700%	(683)	3	(680)
9	October	(249,332)	(1,675)	40,506	303,548	(514,049)	0.2800%	(703)	(258)	(961)
10	November	(514,049)		254,380	258,550	(518,219)	0.2700%	(1,388)	(4)	(1,392)
11	December	(518,219)		58,765	77,931	(537,385)	0.2800%	(1,451)	(19)	(1,470)
12	January, 2014	(537,385)	(3,823)	46,071	51,529	(546,666)	0.2800%	(1,515)	(5)	(1,520)
13	Total			<u>\$ 1,494,175</u>	<u>\$ 2,096,614</u>			<u>\$ (5,516)</u>	<u>\$ (589)</u>	<u>\$ (6,105)</u>

- (1) Quarterly interest based upon Col. 9.
- (2) Reflects prior month electric power cost activity. Please refer to Attachment 3, Page 2 of 3.
- (3) Reflects prior month Transporter's EPC collected. Refer to Attachment 3, Page 2 of 3.
- (4) FERC prescribed interest rates pursuant to CFR 154.501. Rate factored by number of days in the month.
- (5) Interest calculated assuming amount is due and received on the 20th of each month. (Column 3 - Column 4 x Column 6 x (No. of days in the month - 20) / No. of days in the month).
- (6) Refer to Attachment 3, Page 1 of 3, Line 8.

ANR PIPELINE COMPANY
RECONCILIATION OF COMPANY USE AND L&U TO FORM 2
2013

Line No.	2013 FORM 2 Dth (A) (Col. 1)	Dec. 2012 Dth (B) (Col. 2)	Dec. 2013 Dth (C) (Col. 3)	2013 Fuel Filing Dth (A) - (B) + (C) (Col. 4)	2013 Fuel Filing Mcf (Col. 5)
1 Company Use	19,654,441 (1)	1,828,494	1,299,819	19,125,766 (3)	18,699,000 (5)
2 L&U	3,066,125 (2)	314,350	360,852	3,112,627 (4)	3,043,000 (6)

(1) FORM 2 Page 331, Line 1 (Acct. 810) and Line 5 (Acct. 812).

(2) FORM 2 Page 331, Line 6 (Acct. 812).

(3) Company Use of Gas reports included in Appendix C of the Detailed Workpapers.

(4) L&U from Attachment 1, Page 4, Line 1 converted to Dth using a 1.023 Dth/Mcf conversion factor.

(5) Fuel Total from Attachment 1, Page 3, Line 2, Col. 7 and Attachment 1, Page 6, Line 1 (18.207 + 0.492 = 18.699). Additionally, see Company Use of Gas reports included in Appendix C.

(6) L&U from Attachment 1, Page 4, Line 1

ANR PIPELINE COMPANY
RECONCILIATION OF ELECTRIC POWER CHARGES TO FORM 2
2013

<u>Line No.</u>	<u>2013 FORM 2 \$ (A) (Col. 1)</u>	<u>Dec. 2012 \$ (B) (Col. 2)</u>	<u>Dec. 2013 \$ (C) (Col. 3)</u>	<u>2013 Electric Power \$ (A) - (B) + (C) (Col. 4)</u>
1 Weyauwega, WI	911,956 (1)	139,095	192,779	965,640 (2)
2 Fuel Tracker Electric	831,296 (3)	0	124,496	955,792 (4)

(1) FORM 2 Page 323, Account 855

(2) Electric Power Costs by Segment, Attachment 2, Page 4

(3) FORM 2 Page 232, Account 182.3

(4) Derivation of EPC Charge, excluding interest, Attachment 2, Page 3 (Line 4 + Line 6 - Line 13)

**ANR PIPELINE COMPANY
STORAGE
RECONCILIATION OF COMPANY USE AND ELECTRIC POWER CHARGES TO FORM 2
2013**

<u>Line No.</u>	<u>2013 FORM 2 \$ (A) (Col. 1)</u>	<u>Dec. 2012 \$ (B) (Col. 2)</u>	<u>Dec. 2013 \$ (C) (Col. 3)</u>	<u>2013 Fuel Filing \$ (A) - (B) + (C) (Col. 4)</u>
1 Cold Springs 1, MI	1,490,917	42,812	46,070	1,494,175 (1)
2 Fuel Tracker - Electric	(536,622) (2)	0	(5,459)	(542,081) (3)

(1) Electric Power Costs, Attachment 3, Page 2 Line 13

(2) FORM 2 Page 232, Account 182.3

(3) Electric Power Costs, Attachment 3, Page 1 Line 12